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Scott  
Papers

# RAILWAYS! ROADS! TELEPHONES!

THE  
SCOTT GOVERNMENT  
STANDS PLEDGED TO AN  
AGGRESSIVE RAILWAY POLICY



Vote for Liberal Candidates  
and Railway Extension

Vote for Liberal Candidates  
and Railway Competition

Vote for Liberal Candidates  
and Better Railway Service

## FARMERS AND RAILWAYS

The question of railway development throughout Saskatchewan is the one big problem in which all the farmers of the province are directly interested. Without adequate transportation facilities grain growing cannot be made a success. The long haul of our farm products to market means a loss of time, labor and money. While the Liberal Government at Ottawa has done a great deal to relieve the situation there is still any amount of scope for the construction of branch lines into settlements that are entirely without railway facilities or which need competitive service. The construction of these new lines requires immediate attention. The farmers of Saskatchewan cannot afford to wait. The whole problem must be taken up at once and aggressively dealt with.

### SCOTT AND RAILWAY COMPETITION.

No single individual has done as much for railway competition in Western Canada as has the Hon. Walter Scott. While a member of the Dominion Parliament he time and again brought up matters forcibly and ably to the attention of the Laurier Government. He never missed an opportunity to press home our needs. As a result of the stand which he took we see today stretching across our prairies three transcontinental railways. The C.P.R. monopoly which existed but a short time ago has been swept away. This year the Grand Trunk Pacific will be completed from Winnipeg to the western boundary of Saskatchewan, and in addition the Canadian Northern Railway has been sending out its main branches in every direction. Truly the day of monopoly is gone.

Since Mr. Scott became Premier of Saskatchewan he has not been idle. He has always recognised that the transportation problem overshadowed every other public question. In season and out of season he has persistently pressed upon the Federal authorities the necessity of the construction of new lines. He also insisted strongly upon the construction of the Hudson's Bay Railway by the Dominion of Canada. He took the stand that the railway was of national importance and that the province should not be called upon to aid it. He also urged upon the Board of Railway Commissioners and the railway companies concerned the immediate necessity for further railway development throughout the province. In June of this year he addressed the following letter to Sir Wilfrid Laurier:

REGINA, Sask., June 19th, 1908.

Dear Sir Wilfrid,—

The question of railway development and construction in the Province of Saskatchewan is so urgent and has been calling for attention for such a length of time that I deem it to be my duty to place the situation before you in order that some prompt action may be taken to relieve or improve existing conditions.

For several years past the Dominion Government has been pouring into every corner of our province thousands upon thousands of settlers. A great number of these people are residing on lands situated from 20 to 100 miles distant from any existing railway. They have large areas of land under cultivation and this year it is fully expected they will have an immense crop to market.

As it is now generally conceded that grain cannot be profitably marketed if it has to be hauled a greater distance than ten or twelve miles to a railway point, you can readily understand the very great disability under which the people in our new settlements are endeavoring to make homes for themselves and develop Western Canada. The result is widespread dissatisfaction. In fact, in many of the larger and more progressive settlements the conditions have become intolerable and there is very grave danger indeed of an exodus unless the situation is relieved.

In order that you may form some idea of the duties and responsibilities cast upon the Provincial Government by the settlement policy of the Federal authorities, I need only point out that during the past three years we have organised about seven hundred and fifty new school districts and have provided the necessary grants for the same, amounting probably to \$150,000 per annum. We have also had to build hundreds of bridges and construct thousands of miles of roads, or highways. Upon roads and bridges, including large steel bridges over the Saskatchewan river, the Saskatchewan Government has expended since the province was established, roundly, \$1,200,000. I might quote other statistics and facts all of which would go to show that the Province of Saskatchewan is doing all in its power to meet the requirements of our pioneer settlements.

Unless the Parliament of Canada is prepared to follow up its settlement policy with a systematic, well-planned, aggressive railway policy that will be put into effect promptly, there is the very gravest danger not only of continued unrest and dissatisfaction amongst our new settlers, but of an actual exodus from among them as well. This is especially true of the thousands of progressive American farmers who have settled in our midst.

I am calling your attention to this problem as I take it to be the duty of the Dominion Government to grapple with it. As the settlement of our vacant lands continues to rest with the Federal authorities it seems to me that the Parliament of Canada must assume the responsibility of providing at least the trunk branches of railway that are necessary to furnish reasonable transportation facilities to the thousands of settlers who are being placed on our vacant lands through the efforts of your various immigration

agencies. While the building of the main lines of the Canadian Northern and the Grand Trunk Pacific Railways across Western Canada will tend to relieve the general situation very considerably, I am sure you will agree with me that they were never intended to provide, and cannot, in fact, provide the transportation facilities required by the scores of new and important settlements which have grown up at distances ranging from twenty to one hundred miles from these trunk lines. In order to serve these people, the early construction of a number of railways which may be classed as trunk or main branches, is imperative and I sincerely trust that every effort will be put forth to arrange for their construction and completion in the very near future.

From the numerous representations and petitions received by the Government of Saskatchewan it appears to me that the railway lines most urgently required are as follows:

1. A line or lines to serve the settlements west of the Soo line, particularly those lying west of Weyburn, Estevan, Milestone and Rouleau.

2. The extension beyond the South Saskatchewan river of the branch railway now being built by the C.P.R. north-westward from Moose Jaw.

3. A line from Saskatoon through the Goose Lake settlement and westward.

4. The extension of the Thunder Hills branch of the Canadian Northern Railway westwards towards Rosthern.

5. A line from the Manitoba boundary running north-westerly between the Canadian Northern Railway main line and the Canadian Pacific Railway Yorkton-Sheho branch.

6. A line running westerly from Prince Albert through the Shellbrook settlement to Battleford.

7. Extension to Moose Jaw and westward of the Canadian Northern southern main line from Brandon.

8. Main branch lines connecting Battleford, Prince Albert, Moose Jaw, Regina and Yorkton with the trunk line of the Grand Trunk Pacific.

I wish also to call your attention to the ever increasing necessity for the construction of the Hudson's Bay Railway. This is a matter of the very first importance to all the people of Western Canada, and it is to be hoped that the Dominion Government will deal with it finally in a practical way at the present session.

Yours truly,

(Sgd) WALTER SCOTT.

The Right Honourable,

Sir Wilfrid Laurier,

Ottawa.

This letter will give an indication of the attention given to railway matters in the past by the Scott Government. That Mr. Scott has been successful in his efforts can easily be demonstrated. Hundreds of miles of new lines are shortly to be constructed in Saskatchewan that will not cost the province one dollar. In this respect we are far better off than any other province in Canada. The province of Manitoba has been saddled with millions of debt in the way

of cash bonuses and guarantees. Saskatchewan, however, as a result of the policy pursued by Mr. Scott will shortly have over 2,500 miles of railway without the cost of one cent to the provincial treasury.

### NEW LINES OF RAILWAY IN SIGHT.

As a result of Mr. Scott's representation and with the assistance of the Liberal members of parliament the Dominion Government at the recent session agreed to assist the construction of the following railways in Saskatchewan:

1. A line of railway from Moose Jaw in a north-westerly direction, a distance of 123 miles;
2. A line of railway from Saskatoon running in a southerly and westerly direction towards Calgary, a distance of 175 miles;
3. A line of railway from Prince Albert by way of North Battleford and Battleford Junction to Battleford, a distance of 132 miles;
4. An extension of the Thunder Hill railway towards Rosthern, a distance of 100 miles;
5. A line of railway from the western boundary of Manitoba to Regina (the C.N.R. branch), a distance of 153 miles;
6. An extension of the Rosburn branch from the western boundary of Manitoba in a north-westerly direction, a distance of 50 miles.

The total length of these lines amount to no less than 732 miles, the construction of which will be paid for not by the people of Saskatchewan but by the whole of Canada. The aid given by the Dominion Government amounts to \$393,600 in cash and a guarantee of the principle and interest on bonds amounting to nearly \$8,000,000. The bond guarantee does not, of course, represent any actual payment. It merely enables the railway company to get the necessary money for construction work at a low rate of interest. Unless a railway company goes bankrupt there is not the slightest danger that the Government will ever be called upon to pay one cent of its guarantee. Such has been the history of railway development in Western Canada for more than a dozen years and there is no danger that the railways crossing our fertile plains will not always continue to meet their indebtedness. In nearly every province in Canada the principle of bond guarantee has been adopted with the result that railway development has been more rapid than it would otherwise have been.

### THE BUILDING OF THE HUDSON'S BAY RAILWAY.

The immediate construction of the Hudson's Bay Railway is an assured fact. Sir Wilfrid Laurier, Hon. Frank Oliver, Minister of the Interior, and the Hon. Geo. P. Graham, Minister of Railways, have all emphatically announced on the floor of Parliament that the road will be built with the least possible delay. A sum of \$100,000 was voted for the purpose of surveying the best route and the surveyors now

have the matter in hand. The active work of construction will soon commence and will doubtless be carried on with despatch. It will be remembered that Mr. Haultain advocated the building of the road as a provincial work at provincial expense. We now have the positive assurance of the Prime Minister of Canada that it will be undertaken at once, not at the expense of Saskatchewan but at the expense of the whole Dominion. This is a tremendous triumph for Mr. Scott and his Government. The road will be built, the farmers of Saskatchewan will receive the benefit and it will not cost the province one dollar.

### MONOPOLY SWEPT AWAY.

When the Liberal party came into power at Ottawa just twelve years ago the whole of Western Canada was in the grasp of the Canadian Pacific Railway. What a change has been wrought since! The huge monopoly has been swept out of existence. Today we see stretched across the prairie provinces three aggressive competing railway companies and in addition the building of a road to a port on Hudson's Bay is at last a certainty. The Grand Trunk Pacific main line will be completed and in operation this fall from Winnipeg to the western boundary of Saskatchewan. Already the Canadian Northern has pushed its main feeders into Prince Albert, Battleford, Saskatoon and Regina. The C.P.R. is also extending its system on account of the presence of its rivals. The net result of the broad, comprehensive, statesman-like policy pursued by the Liberal Government is that the farmers of Saskatchewan may confidently look forward to vastly improved transportation facilities in the very near future. The four competing railway companies—the C.P.R., the C.N.R., the G.T.P. and the Hudson's Bay Railway are bound to send out their feeders and branches in every direction in order to secure business.

### MORE BRANCHES NEEDED.

While the C.P.R. monopoly has been smashed and while the Liberal Government at Ottawa has adopted a policy of aiding main trunk lines, this alone is not sufficient. There are scores of settlements scattered throughout the province that should be reached by short branches. This is a matter that has been and is receiving the attention of Mr. Scott and his colleagues. Mr. Scott has concluded that these branches should receive immediate attention and he stands pledged to an active, aggressive policy of fresh railway development. The Grand Trunk Pacific is now ready to expand its system. It must be induced to build branches to Prince Albert, Moose Jaw, Battleford, Regina and other leading centres just as quickly as possible. The C.P.R. must also extend its branches west of the Soo line. While the C.N.R. has on hand a large programme of railway construction, it should be required to reach other competitive points. Competition and competition alone will provide good service. Knowing this Mr. Scott has announced that he will put forth every effort to secure the construction of



branch lines of our three great railway systems into every portion of the province. That he will succeed cannot be doubted. Unlike his opponents he is not bound hand and foot to any railway company. He stands as he has always stood, in the interests of the people, ever prepared to fight their battles and to secure their rights.

#### SHOULDER TO SHOULDER WITH SCOTT.

Unquestionably the great majority of the people of Saskatchewan stand shoulder to shoulder with Mr. Scott on the railway problem. The time has now come when every citizen by his ballot must say whether or not the Scott Government is to pursue the aggressive policy it has announced. Every intelligent elector who has watched the careful, prudent administration of public affairs in Saskatchewan during the past three years knows full well that Mr. Scott and his colleagues may be entrusted with this important work. If Saskatchewan is to prosper and develop as it should and if our farmers are to reap the full benefits of their labors there can be no question but that Walter Scott, the people's premier, should be returned to power with a sweeping victory. He and his Government will then be assured that the policy they have laid down for good roads, rural telephones and branch railways will be aggressively proceeded with.